

REMARKS

This Amendment is filed in response to the outstanding Office Action dated December 17, 2004.

Claims 16 through 18 have been added to more completely define the invention.

The Examiner rejected Claims 1-3, 6-8, and 11-13 under 35 U.S.C. §102(b) as being anticipated by either the Watanabe or Toda et al. references. These rejections are respectfully traversed.

Amended Independent Claims 1, 6, and 11 all disclose a hydraulic braking system including a floating piston disposed within a connecting conduit that connects a first and second braking circuit. The floating piston transfers a volume of pressurized fluid from the non-operating braking circuit and provides this fluid to the operating braking-circuit. This transferred volume of fluid augments the pressurized fluid provided to the operating braking circuit, providing a faster increase (pressure rising rate) in braking force to the braking wheel in the operating braking circuit.

Neither the Watanabe or Toda et al. references disclose a floating piston that operates to augment the pressurized fluid provided to a braking circuit such that a faster increase in the braking force of said second wheel brake is achieved. On the contrary, the Watanabe reference discloses a piston assembly that operates to balance or equalize the fluid pressure between the connected braking circuits. The Examiner acknowledges this difference between the reference and the claimed invention, referring Applicant to the passages of the patent describing the balance piston 51, which operates to equalize the brake pressures in the front and rear braking circuits (see Column 4, Lines 59-61, as highlighted by the Examiner). As such, the Watanabe reference does not anticipate the claimed invention.

Similarly, the floating piston of the Toda et al. reference also does not operate to augment the pressurized fluid provided to the braking circuit such that a faster increase in the braking force of the wheel brake associated with the braking circuit is achieved. The floating piston 45 of Toda et al. transfers fluid pressure between the

fluid pressure pumps of two interconnected fluid pressure (braking) circuits. This fluid transfer between the fluid pressure pumps, which operate out of phase from one another, reduces the pulsation effect on the braking system that occurs as a result of the phase difference of the fluid pressure pumps, as well as reduces the operating noise of the braking systems. The transfer of fluid pressure does not provide a substantially faster increase in the braking force of a wheel brake associated with the braking circuit. Thus, the Toda et al. reference also does not anticipate the braking system of the claimed invention. For at least these reasons, these objections should be withdrawn.

The Examiner rejected Claims 4-5, 9-10, and 14-15 under 35 U.S.C. §103(a) as being unpatentable over either Watanabe or Toda et al. These rejections are also respectfully traversed. The Watanabe and Toda et al. references have been discussed above in connection with Claims 1, 6, and 11, and those arguments apply equally with respect to Claims 4-5, 9-10, and 14-15.

The Examiner argues that it would have been obvious to add a second seal as a mere duplication of parts. Applicant respectfully disagrees. There is no teaching or suggestion in the prior art of a benefit to be gained by increasing the cost and complexity of the brake system of the prior art through the provision of a second seal. Therefore, it would not have been obvious to incorporate a second seal to the piston assembly.

Furthermore, there is no teaching of a vent opening, as recited in Claims 4, 9, and 14. Since the prior art does not teach or suggest this feature, these claims are clearly patentable over the cited references for this additional reason.

Finally, there is also clearly no teaching of the two seals and the vent opening in the specified physical arrangement recited in Claims 4, 9, and 14, as both of the cited references lack both a second seal and a vent opening. Accordingly, these claims are clearly patentable for this additional reason.

In view of these amendments and remarks, it is believed that the application is in condition for allowance. Accordingly, an early Notice of Allowance is respectfully requested.

Respectfully submitted,


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